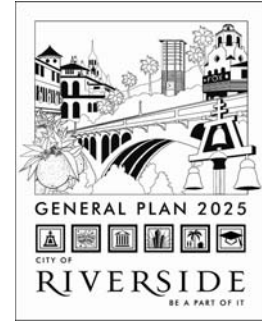


General Plan Program Citizens' Advisory Committee

Minutes of Meeting #10 – January 28, 2004



The Citizens Advisory Committee (CAC) for the General Plan program held its tenth meeting on Wednesday, January 28, 2004 at 6:00 p.m. in the Mayor's Ceremonial Room on the 7th floor of Riverside City Hall. Attendees were as follows:

CAC Members

Vice Chair Tom Pevehouse
Finn Comer
Kenneth L. Sutter
George Flower
Barry Johnson
Kimberly Davidson-Morgan
Mike Fine
David McNiel

Other interested parties in attendance

Ron Richmond
Dan Hays
Franklin Crowder
Mary Humboldt
Greg Dooley
Elise McCollister
Ginger Becker
Joe Richards
Steve Diaz
Scott DeForge
Shawnee Cume
Jorge Rodriguez
Jose Larios
Donna Duron
Doug Petreln
Robert Mease
Eric Haley

City Staff

Tom Boyd, City Engineer
Craig Aaron, Principal Planner
Diane Jenkins, AICP, Senior Planner
Robert Laag, Planning Intern

Consultant Team

Gary Hamrick, Meyer, Mohaddes Associates
Janet Harvey, Meyer, Mohaddes Associates
Laura Stetson, Cotton/Bridges/Associates
John Cook, Cotton/Bridges/Associates

Introductory Remarks

Vice Chair Tom Pevehouse opened the meeting, sitting in for absent Chair Dave Leonard. Acknowledging the large number of people in the audience, he stated that the CAC has an advisory role, making recommendations for action by other bodies. He stated that during the meeting, discussion would be limited to CAC members, but that there would be time allowed at the end for public comment.

Update on General Plan Process

Laura Stetson stated that the consultant team has been working with the proposed land use map, running it through a traffic model to determine future circulation impacts, as well as to help develop both land use and circulation policy recommendations. She said that tonight the CAC would review the initial runs of the traffic model and discuss potential circulation scenarios to investigate in subsequent model runs.

Review and Approval of Minutes, November 17, 2003

Vice Chair Pevehouse entertained a motion to approve the minutes as presented. A motion was made, seconded and approved by acclamation of all CAC members present.

Main Discussion: Transportation and Circulation Issues

Gary Hamrick, project traffic consultant, made a presentation on efforts thus far in the circulation element update. (Hamrick's presentation is available for review on the General Plan website: www.riversideca.gov click on the General Plan icon.

He said that state law requires that a land use element be supported by an accompanying circulation element. He stated that the background study included a review of Riverside's roadway classification system. Mr. Hamrick reviewed the roadway capacities. A typical 4-lane arterial has a capacity of about 32,300 vehicles per day; a 6-lane arterial has a capacity for about 48,500 vehicles per day.

Background work included a series of traffic counts at key intersections and selected streets. The study found several high volume traffic locations, including the following:

- Van Buren north of Arlington – 49,900 to 56,500 vehicles per day (vpd)
- Alessandro between Chicago and Trautwein – 42,100 to 46,400 vpd
- Van Buren west of Wood Road – 42,100 vpd
- Tyler between Magnolia and Indiana – 40,900 vpd
- Arlington between Victoria and Alessandro – 37,200 vpd
- Van Buren between Magnolia and Indiana – 37,100 vpd

Hamrick next presented intersection analysis. Intersection traffic is rated a "Level of Service" scale that is graded "A" for least congested to "F" for most congested. He said that a Level of Service D is typically considered acceptable peak-hour operating conditions for most cities in California. All intersections in Riverside are operating at Level of Service D or better during morning and afternoon peak traffic hours.

Hamrick then introduced the traffic model. He stated that it was based on land use and employment information from the Southern California Association of Governments. He said the purpose of the model is to enable evaluation of future traffic conditions under different land use and transportation scenarios, taking into consideration anticipated traffic increases from communities surrounding the City.

He said the initial model runs looked at two scenarios. First, future proposed land use was evaluated upon the City's roadway system as it exists in 2004. He said this is a "worst case" scenario because it assumes that there will be no improvement or expansion of the City's roadway system, despite the addition of anticipated new traffic over the long term. The second model run investigated future proposed land use impact on the City's roadway system as currently proposed in the circulation element. He presented a map that called out the planned features of the City's roadway system that have not yet been built.

A primary observation from the initial traffic model run was that significant traffic growth was observed, but that relatively little of it was apparently attributable to proposed land use changes within the City, compared with anticipated traffic growth from outside communities. Hamrick noted that the model was showing significant increases in cut-through traffic on key routes through the City.

Vice Chair Pevehouse called for a 5-minute pause to allow CAC and audience members an opportunity to look closely at the maps presented.

Following the pause to allow for map review, Vice Chair Pevehouse reconvened the meeting.

Hamrick stated that the next step in the process would be to conduct additional runs of the traffic model that included or eliminated various roadway network elements, both in and immediately outside Riverside. He said that this would help determine the ultimate future impact on all of the City's roadways.

He stated that the initial next scenario would likely include the following components:

- Cajalco Expressway: expanded to a 6-lane expressway, consistent with an anticipated proposal from Riverside County
- Overlook Parkway connection: The existing Circulation Element includes the connection of Overlook Parkway to run from Washington to Alessandro
- Overlook connection to Madison: The study would investigate the potential of creating a connection from the western end of Overlook to Madison or possibly Dufferin
- Central Avenue: The model would at least investigate the potential impact of completing Central Avenue between Alessandro and Chicago, although the existing Circulation Element does not include this connection

- Alessandro – The model run would investigate keeping Alessandro at 4 lanes instead of expanding it to 6-lanes, as called for in the Circulation Element, based on the idea that the pending expansion of Cajalco and other improvements might remove pressure from Alessandro

Hamrick added that the base model would be updated to include a crossing of the Santa Ana River in Riverside County currently funded by TUMF fees. He asked the CAC for additional roadway network elements to consider in a subsequent traffic model run.

Stetson stated that the City's proposed land use plan was based on the idea that growth could be accommodated by focusing it at underutilized areas along existing travel corridors, rather than pushing it to the urban fringe. She reemphasized that much of the traffic growth seen on the model was the result of anticipated growth of the Inland Empire. She said that Riverside's land use plan was designed to allow the City to grow in a way that is consistent with the City's identified vision, channeling its share of regional growth toward logical areas.

Mike Fine stated that the CAC was very focused on infill development, rather than development on the periphery of the City.

Vice Chair Pevehouse stated that perhaps the model should look at the potential of a discussed tunnel through the Cleveland National Forest, linking the Lake Elsinore area to San Juan Capistrano. He also suggested looking for another connection over the river in addition to the Schliesman connection. He also asked about how any needed interchange improvements would be considered and implemented. He asked the consultant team and City staff to identify any interchanges at which additional capacity would be needed.

Eric Haley of the Riverside County Transportation Commission asked to speak. He stated that the County had recently begun a major investment study to look at the Cajalco expansion. He said the County was studying it with a western terminus at I-15 because further western expansion was not certain. He added that the proposed tunnel from Lake Elsinore southwest through the Cleveland National Forest was one of many alternatives under consideration. He also stated that the expansion of Pigeon Pass Road was one of many corridors under study for a connection from Redlands/San Bernardino to Moreno Valley.

Finn Comer asked if rail crossings were factored into the model. Hamrick responded that they will be reviewed separately, factoring them in as impedance for the problem places and as locations identified for below-grade crossings.

Mike Fine asked if an additional northern crossing over the Santa Ana River could dovetail with existing or future rail crossings.

Vice Chair Pevehouse said that the CAC would look to staff for further thoughts on any potential additional connections between Overlook and Madison/Dufferin.

Dave McNiel asked where another river crossing would be contemplated. Hamrick responded that this would be discussed with City staff. McNiel stated that there was little discussion of Downtown; much growth was proposed, but he did not notice any significant traffic changes. In response, Tom Boyd, City Engineer, stated that the consultants would produce a link map that identifies any areas that are exceeding roadway capacity.

Craig Aaron made a brief presentation on the Washington-Alessandro Committee (WAC) report. He stated that this committee had been charged with identifying potential solutions to traffic problems in the southeastern portion of the City and its immediate sphere of influence area. He said that the WAC presented the City Council with a report about a month ago; the Council asked the CAC to provide feedback on the WAC's recommendations. He said that a memo in the CAC packet included City staff's response to the WAC recommendations and that staff was requesting that the CAC support staff's responses. A CAC member requested additional time to review the memos in question and others agreed; following discussion, Vice Chair Pevehouse and Aaron stated that this item would be considered at the next CAC meeting in early March.

Wrap-up; Preview of Next Meeting

Stetson outlined upcoming milestones in the General Plan process. She stated that the second Citizens' Congress was scheduled for Saturday, June 12, 2004 and that additional information about this event would soon be out. She stated that it was anticipated that public review of the draft materials would begin in late summer 2004.

Matters from the Audience

Vice Chair Pevehouse opened the floor to matters from the audience.

Mary Humboldt, a resident on Dufferin Avenue, stated that she represented the Measure C Committee. She stated that studying traffic corridors through the greenbelt is prohibited by Prop R/Measure C. She stated that she and others have been fighting the connection of Overlook Parkway for 35 years. She stated that there has been positive physical development of the Casa Blanca neighborhood near Madison that would be harmed if Overlook were connected and used as a through route.

Robert Mease, a resident of Granada Avenue, stated that he was a longtime resident of Magnolia Center. He stated that Palm Avenue was identified in the Circulation Element as an 88-foot arterial, but that the City should consider downgrading it to a collector. He said that widening Palm to full plan capacity would be detrimental to the neighborhood.

Vice Chair Pevehouse stated that the CAC was grateful for the comments of Eric Haley from RCTC and acknowledged the many students in the audience from UCR Extension. He adjourned the meeting at 7:25 p.m.